

US 29 North Corridor Advisory Committee Meeting #2

Montgomery County **RAPID TRANSIT**

BRT CORRIDOR STUDIES

East County Regional Services Center
Silver Spring, Maryland
March 26, 2015



CAC Meeting #2 Agenda

Topics to be discussed:

- **Review Member Feedback**
- Project Development Process
- Existing Conditions Review
- Corridor Planning Study
- Interactive Exercise

CAC Member Feedback

Participation Goals	Topics	Strengths	Opportunities	Questions/Concerns
To contribute ideas to the planning process and provide a voice for others	Discuss how BRT can serve both the transit-dependent and choice users	Expressway north of White Oak – wide lanes and interchanges	Dedicated bus lanes and traffic signal prioritization entire length of US 29	Concerns about how BRT would fit within existing roadway
To see a BRT plan developed	Stations and transfer between BRT and Local Bus	Access to existing bus services and park & rides	Improve access to transit and enhanced stations.	A strategic plan for improved transit on is urgently needed
To better understand the project development process	Impacts to properties and environment	Corridor location is key for East Montgomery County	Transit connections from D.C. to I-70	How is input from CAC members used? How will CAC's be used after 2016?
To help improve US 29 as a transportation corridor	Discuss contra-flow BRT lanes and how they operate	Diverse neighborhoods and residents	Enhance community connectivity for all modes	How will BRT affect businesses and properties?
Provide a better connection for communities	Provision for or Enhanced Bicycle and Pedestrian Facilities	Opportunities for existing businesses and new development	Bicycle and pedestrian facility additions and enhancements	Why BRT? Why not Light Rail?

CAC Meeting #2 Agenda

Topics to be discussed:

- Review Member Feedback
- **Project Development Process:**
 - **Local Planning Process**
 - **Countywide Transit Corridors Functional Master Plan**
 - **This Corridor Planning Study**
 - **Steps to Getting a Project Developed**
 - **Project Schedule and Milestones**
 - **CAC Meeting Topics**
- Existing Conditions Review
- Corridor Planning Study
- Interactive Exercise

Local Planning Process

Transportation

- Maryland's 23 counties and the City of Baltimore each develop transportation planning documents
- State law requires that localities develop a comprehensive or master plan which contain a transportation component that will:
 - Propose an appropriate configuration and location for the components of the transportation system
 - Include bicycle/pedestrian access to the system
 - Estimate the probable utilization of any proposed addition to the system
- Functional Master Plan: Build upon the recommendations of the local master plans to address issues and policies that span more than one geographic area, such as coordinating transportation networks.
- As part of the local planning process the Montgomery County Council approved the Countywide Transit Corridors Functional Master Plan in December 2013

Countywide Transit Corridors Functional Master Plan

What it does:

- Recommends implementing a 102-mile bus rapid transit (BRT) network comprising 10 corridors and the Corridors Cities Transitway
- Recommendation to include dedicated lanes for bus transit along certain segments
- Recommends locations of proposed stations
- Establishes public rights-of-way to implement the BRT network

What it doesn't do:

- Does not endorse specific “treatments” to determine whether:
 - A dedicated lane should be in the median or on the curb
 - Right-of-way could accommodate bi-directional BRT, or if single reversible lane could achieve the same objective
 - Dedicated lanes achieved by repurposing are warranted or achievable.
- Does not recommend staging or phasing to implement the BRT corridors

This master plan is no different from other road projects recommended in master plans for which alternatives are reviewed and subject to considerable community feedback

This Corridor Planning Study...

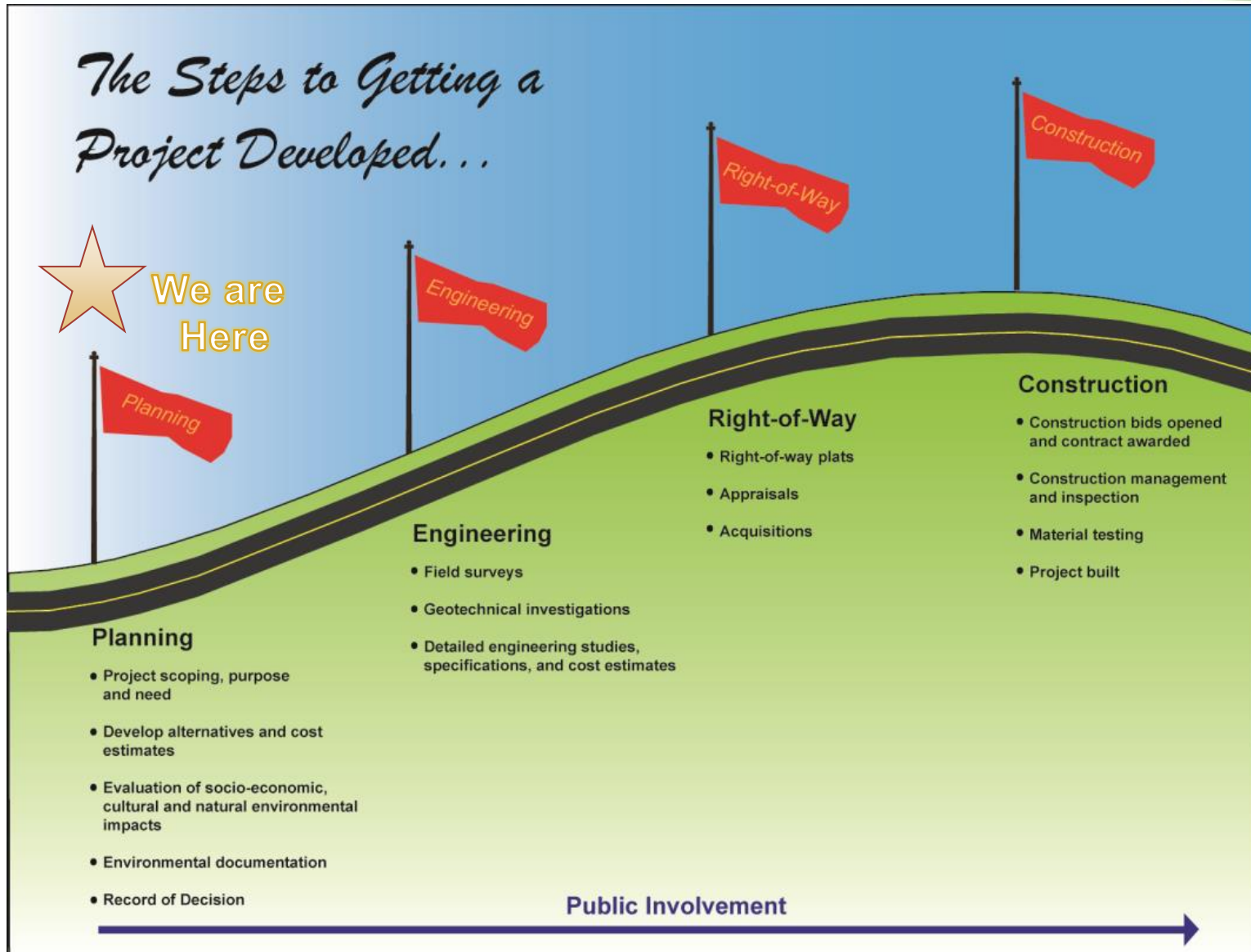
This Planning Study will build upon the recommendations in Countywide Transit Corridors Functional Master Plan, using it as a starting point for the development and evaluation of alternatives. Specifically the project intends to investigate the following in more detail:

- Development of conceptual alternatives
 - Horizontal and vertical alignments
 - Station locations
 - Investigate conceptually drainage and utilities
- Assess potential impacts and cost estimates (design, construction, right-of-way)
- Ridership
- Traffic
- Environmental inventory
- Conduct a more thorough public process to receive input and feedback on proposed alternatives
- Develop final report and recommendation on proposed BRT conceptual alternative for US 29

The Steps to Getting a Project Developed...



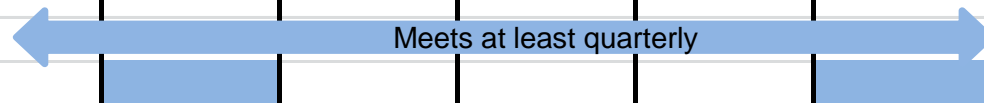
We are Here



US 29 BRT Corridor Study

Project Schedule and Milestones

		Fall '14	Winter '15	Spring '15	Summer '15	Fall '15	Winter '16	Spring '16	Summer '16
Engineering Analysis									
	Data Collection								
	Typical Sections								
	Conc. Alts. Dvlpmt.								
Environmental Analysis and Documentation									
	Environ. Inventory								
	Purpose & Need								
	Environ. Assess. Form								
	Prelim. Impact Assess.								
	Final Report								
Traffic & Ridership Analysis									
	Existing Traffic Analysis								
	Future Traffic Analysis								
	Ridership								
Public Involvement									
	CAC Meetings								
	Public Workshops								



CAC Meeting Topics

- **CAC meetings planned to engage and interact with members on a variety of topics/issues:**
 - Existing Conditions (today)
 - Purpose and Need (today)
 - Typical Sections
 - Preliminary Concepts
 - Range of alternatives
 - Station locations
 - Environmental Inventory
 - Land Use & Development
 - Crash Data
 - Traffic Analysis
 - Existing
 - Future (No-Build/Build)
 - Ridership
 - Anticipated Impacts
 - Costs
- **Other topics/issues will be discussed during later stages:**
 - Station design, architecture and area planning
 - Technology requirements
 - System Branding
 - BRT vehicle
 - Operation and Maintenance facilities
 - Special access improvements

CAC Meeting #2 Agenda

Topics to be discussed:

- Review Member Feedback
- Project Development
- **Existing Conditions Review:**
 - **Roadway Features and Existing Typical Sections**
 - **Environmental Features**
 - **Transit Service**
 - **Pedestrian and Bicycle Facilities**
- Corridor Planning Study
- Interactive Exercise

Roadway Features

- Corridor approximately 12-miles long
- Mix of four-to-eight lane divided and undivided sections (typically six lanes)
- There are 25 signalized intersections, 20 unsignalized, and six grade separated interchanges
- Sidewalks are intermittent, mostly present south of Stewart Lane
- Bicycle Paths and On-Road or Shared Road bicycle facilities are intermittent
- US 29 North of MD 650 is urban freeway with posted speeds 45 to 55 mph
- US 29 South of MD 650 is urban arterial with posted speeds 30 to 35 mph
- There are at least 12 unique existing typical sections

Typical Section Overview





US 29

Typical Section A

**From Future Transit Center Intersection to Georgia Avenue
(Looking North)**



US 29
Typical Section B
From Georgia Avenue to Sligo Creek Parkway
(Looking North)

* On Street Parking From
Georgia Avenue to Spring Street
Only During Non-Peak Hours



US 29

Typical Section C

**From Sligo Creek Parkway to Hastings Drive
From Timberwood Avenue to New Hampshire Avenue
(Looking North)**

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US 29
Typical Section D
From Hastings Drive to Timberwood Avenue
(Looking North)



US 29

Typical Section H

From 300' North of Paint Branch Creek Bridge to Blackburn Road
(Looking North)



Lockwood Drive
Typical Section J
From Oak Leaf Drive to New Hampshire Avenue
(Looking North)

Environmental Features

- Streams
- 100-year floodplains
- Wetlands
- Woodlands



- Coordination with Fish & Wildlife Service and Department of Natural Resources to determine presence of rare, threatened, or endangered species within the study area
- Parks
- National Register Listed/Eligible Historic Sites

Existing Transit Service

- WMATA Metrorail: Red Line
- WMATA Metrobus (31 routes)
 - Local Routes: C8, J4, L8, Z6
 - Major Routes: 70, C2, C4, F4, J1, J2, J3, K6, Q1, Q2, Q4, Q5, Q6, S4, Y5, Y7, Y8, Y9, Z8
 - Commuter Routes: J5, Z2, Z9, Z11, Z13, Z29
 - MetroExtra Routes: 79, K9

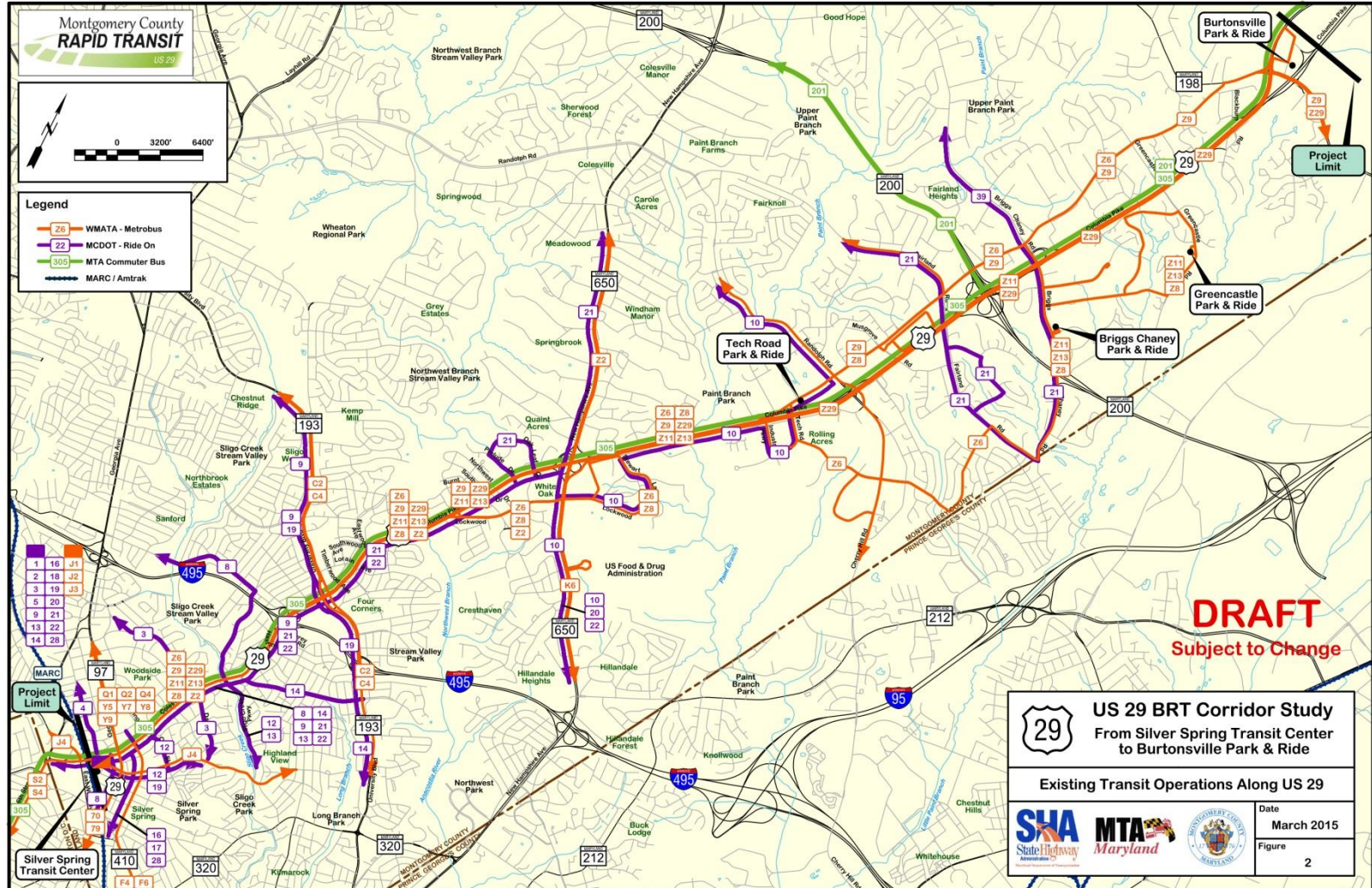


Existing Transit Service

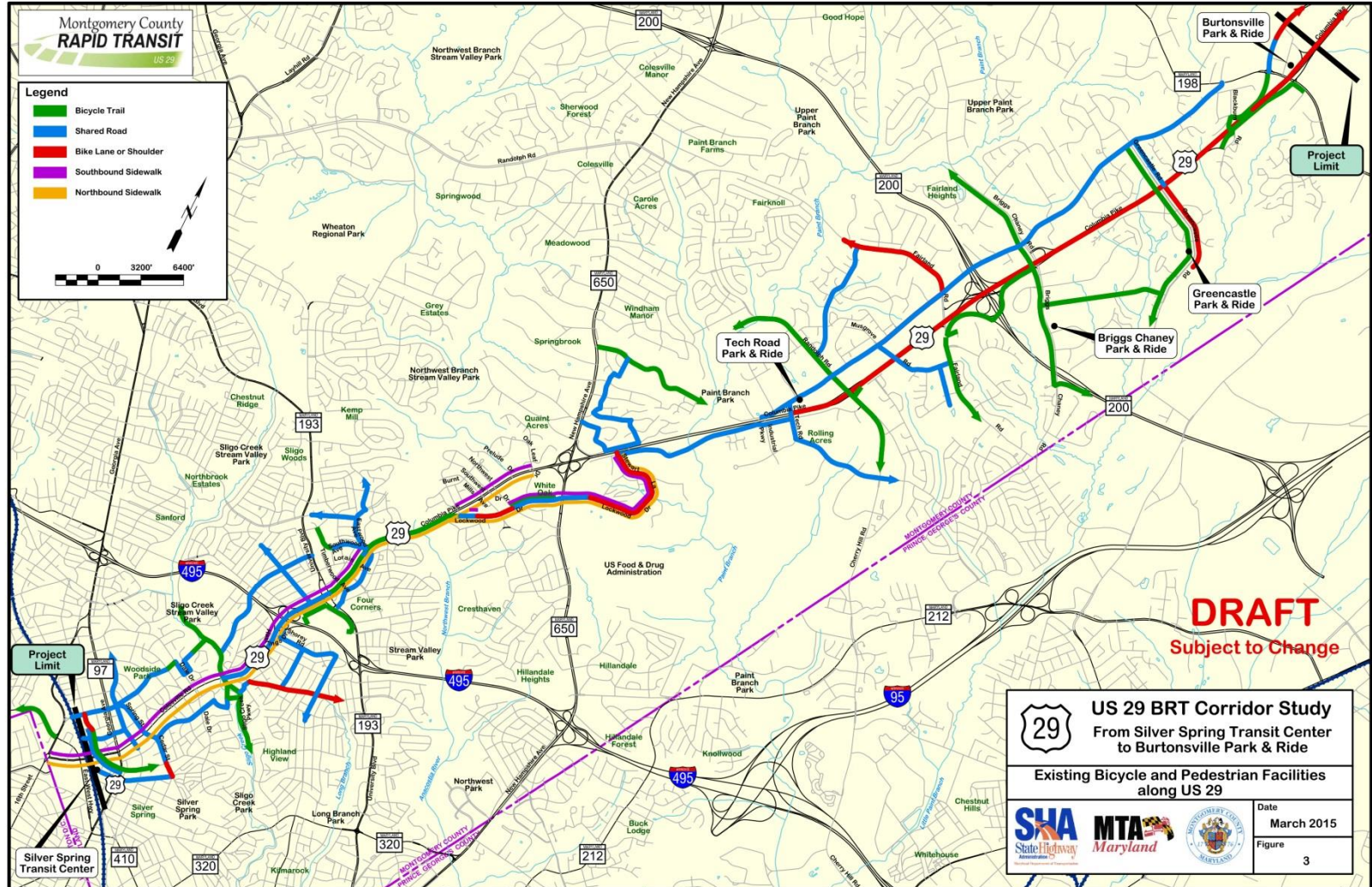
- Montgomery County Ride-On (36 routes)
 - Local Routes: 1, 2, 3, 4, 5, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 24, 25, 26, 28, 31, 33, 34, 37, 38, 39, 41, 48, 49, 51, 53
- Maryland Transit Administration (2 routes)
 - Route 201, Commuter Bus
 - Route 305, Commuter Bus



Existing Transit Service



Existing Pedestrian and Bicycle Facilities

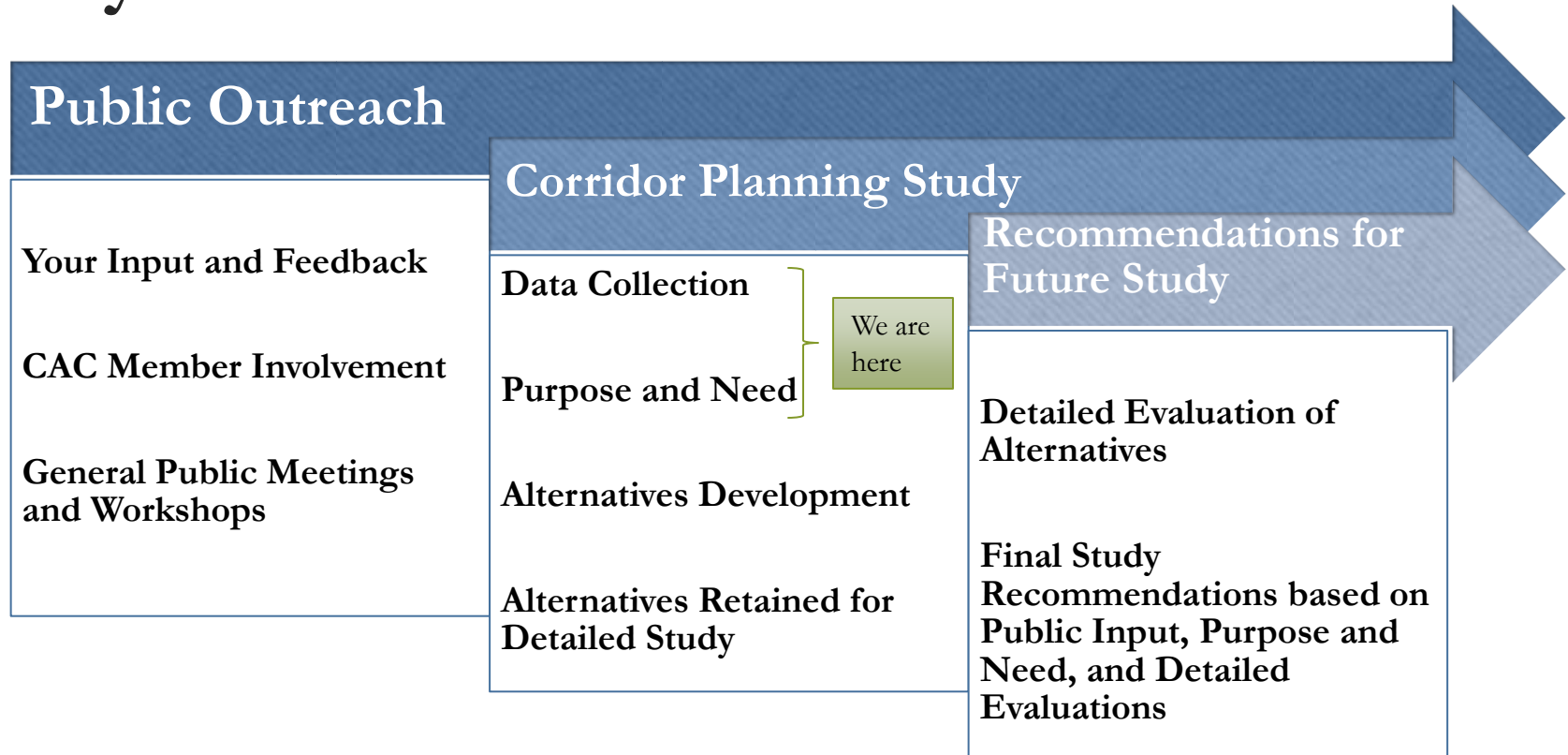


CAC Meeting #2 Agenda

Topics to be discussed:

- Review Member Feedback
- Project Development Process
- Existing Conditions Review
- **Corridor Planning Study:**
 - **Simplified Study Process**
 - **Purpose and Need Overview**
 - **Example Needs Categories**
 - **Mobility, System Connectivity, Transit Demand & Appeal, Livability**
- Interactive Exercise

Simplified Corridor Planning Study Process



Purpose and Need Overview

What is Purpose and Need?

- Contains a statement of **what** the study intends to address based on the “needs”
- Clearly demonstrates that quantifiable “needs” exist that support **why** the project development process should be pursued
- Establishes justification for why funding should be allocated and prioritized

Purpose and Need Overview

How is Purpose and Need Used?

- Utilizes quantifiable data to identify problem(s) that require attention and further study
- Acknowledges problems have multiple potential solutions
- Forms baseline for comparison of future evaluations
- Drives conceptual alternatives discussion
- Supports recommendation of an alternative

Purpose and Need (Simplified)

Purpose and Need = WHAT and WHY

Purpose

- **WHAT** are the major objectives?
- **WHY** will they be addressed by this project?

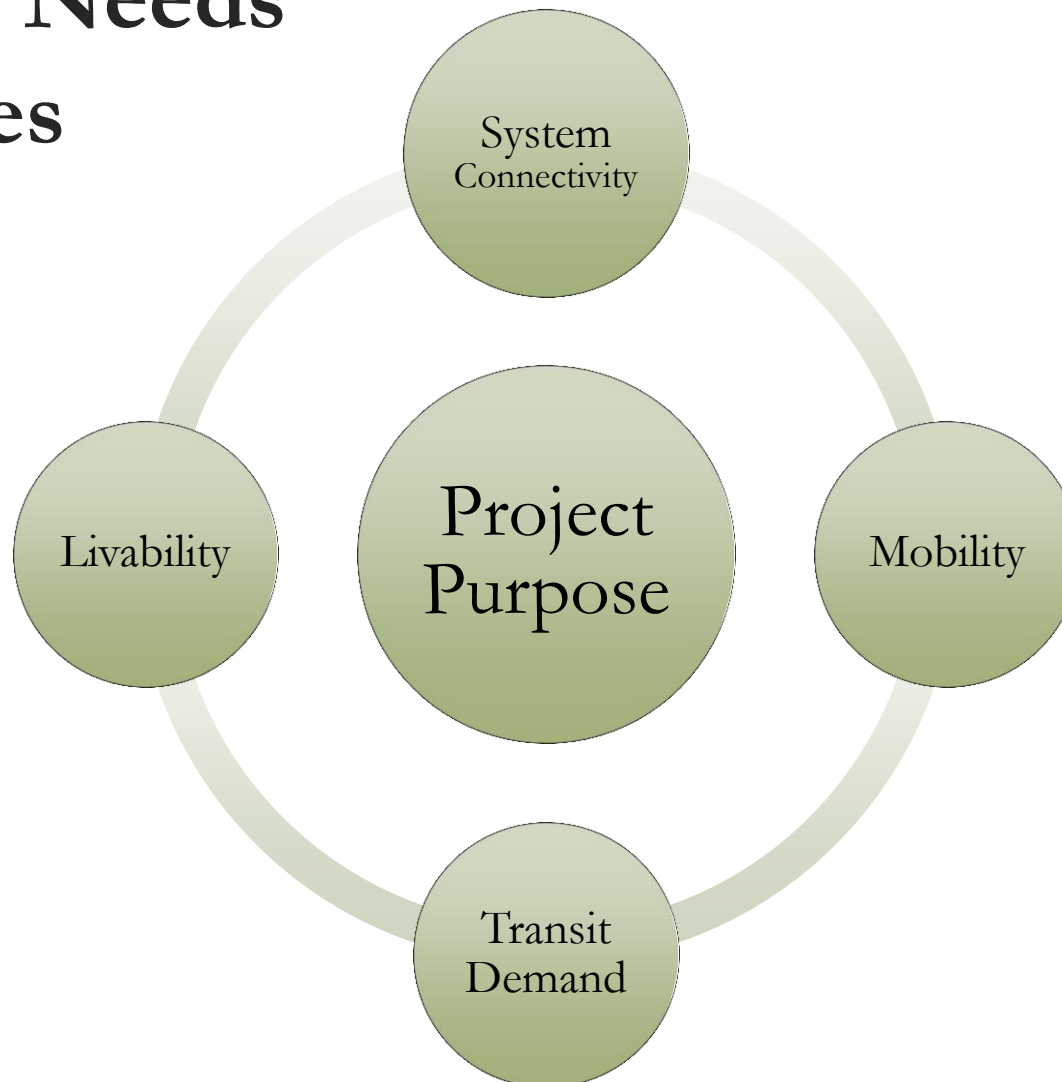
Need

- **WHAT** are the existing or forecasted problems?
- **WHY** are these problems occurring?

These fundamental questions provide support for later phases:

- Conceptual alternatives analysis: options for how to address the **what and why**
- Recommendations: the “best” options for how to satisfy the **what and why**

Example Needs Categories



Mobility

- The ability to move or be moved freely and easily
- Example: Current and forecasted levels of roadway congestion negatively effects the mobility of drivers and transit riders, leading to a less efficient transportation network.

System Connectivity

- Refers to the density of multi-modal mobility options within a transportation network
- Example: A resident from Fairland drives to work in Washington, D.C. everyday. They'd prefer to bicycle to a bus stop, then transfer from bus to Metrorail. Unfortunately they can't find a safe and reliable connection they can use to efficiently travel this way.

Transit Demand & Appeal

- Demand refers to the existing and forecasted ridership volumes associated with a transit system. Appeal refers to elements that, if implemented, may grow those numbers by attracting additional riders.
- Example: Once the transit oriented development along US 29 was complete, it drew in residents and business owners looking to capitalize on the efficient transit connections it offered.

Livability

- “The sum of the factors that add up to a community's quality of life, including the developed and natural environments, economic growth, social stability, educational opportunity, and cultural, entertainment and recreation possibilities.”
 - Porter, Christopher. "Planning for Sustainable and Livable Communities." N.p., n.d. Web.
- Coordinated land use and transit-based transportation systems could enhance livability by providing more efficient and connective mobility options for residents.

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- **Interactive Exercise:**
 - **Public Input and Feedback**
 - **Needs Exercise**
 - **Summary of Needs Discussion**

Public Input and Feedback

- Public and CAC Member input and feedback form the foundation we will build upon throughout the project development process
- Your **values** and **concerns** and those of the communities you represent will help identify the **needs** that will shape purpose of this study, and ultimately define the alternatives analysis and recommendations

Interactive Exercise

Based on the **values** and **concerns** important to you and those in your community, provide specific examples of **needs** using the categories and elements listed.

Mobility

- Ease of Access and Movement

System Connectivity

- Multi-modal links

Transit Demand & Appeal

- Existing and Future Ridership

Livability

- Quality of Life

Other Needs to Consider?

Summary of Needs Discussion

- Share a few of the common elements discussed in your groups
- The Project Team will collect all comments received. The organized comments will be sent back to the CAC Members as part of the meeting summary. If you think of additional needs, please feel free to provide them to your facilitator at anytime.
- The feedback we receive will be used to help establish the study needs and define the project purpose

Future Meeting Schedule & Logistics

- **Next Meeting:** Mid-to-Late May
- **Time:** 6:30 pm to 8:30 pm
- **Location:** East County Regional Services Center

Questions

